GREEN DOT SPEED

● FLAPS 1

GLIDE INTERCEPTION AT OR ABOVE 2000 FT

GLIDE INTERCEPTION BELOW 2000 FT (1500 FT MINI)

S SPEED

2000 FT ABOVE GROUND

● FLAPS 2

● FLAPS 2

ONE DOT BELOW THE GLIDE

WHEN FLAPS 2

● L/G DOWN

WHEN L/G DOWN

● FLAPS 3 *
● CHECK BELOW VFE ** THEN FLAPS FULL

GO AROUND

● SET GA THRUST
● ROTATE TO SRS (15° IF NO SRS)
● RETRACT FLAPS ONE STEP

POSITIVE CLIMB

● L/G UP

BRAKES (WHEN REQUIRED)

1000 FT AGL***

● VAPP STABLE
● LDG CONFIG

● REV IDLE

TOUCHDOWN

● REVERSE

NOTE 1: THIS APPROACH ASSUMES THE USE OF MANAGED SPEED.
IF NOT, SELECT SPEED MANUALLY:
-S AFTER FLAPS 1 SELECTION
-F AFTER FLAPS 2 SELECTION
-VAPP AFTER LANDING FLAP SELECTION

NOTE 2: IF EARLIER STABILIZATION AT VAPP
IS REQUIRED, START DECELERATION
AT HIGHER ALTITUDE.

* THE CHANGE OF FLAPS SETTING IS ALMOST CONTINUOUS, TAKING INTO ACCOUNT THE EXTENSION TIME
OF THE SURFACES. HOWEVER, VFE NEXT WHICH IS DISPLAYED ON THE PFD HAS
TO BE CONSIDERED IN CERTAIN CASES (AIRCRAFT HEAVY).

** TO MINIMIZE FLAPS WEAR, EXTEND FLAPS
AT VFE-15 Kt WHEN POSSIBLE.

*** 1000Ft AGL MINIMUM IMC,
500Ft AGL MINIMUM VMC OR AS RESTRICTED BY AIRLINE POLICY/REGULATIONS.